

a plurality of traction surfaces, each configured to receive the wide polyurethane engagement surface of one of the tension members, each traction surface having a profile that is complementary to the wide polyurethane engagement surface of the tension member, the traction surfaces collectively having sufficient traction with the wide polyurethane engagement surfaces to move the car and the counterweight when the traction surfaces receive the wide polyurethane engagement surfaces and the traction sheave is driven.

C<sub>2</sub> 5 ~~49~~. (Amended) The sheave according to Claim ~~44~~<sup>1</sup>, further comprising a pair of retaining rims on opposite sides of the sheave.

6 ~~50~~. (Amended) The sheave according to Claim ~~44~~<sup>1</sup>, wherein the sheave further includes one or more dividers that separate the plurality of traction surfaces.

7 ~~51~~. (Amended) The sheave according to Claim ~~44~~<sup>1</sup>, further including a guidance device disposed proximate to the traction surfaces, the guidance device engageable with the tension members to position the tension members for engagement with the traction surfaces.

C<sub>4</sub> 9 ~~53~~. (Amended) The sheave according to Claim ~~44~~<sup>1</sup>, wherein the traction surfaces are formed from a non-metallic material.

10 ~~54~~. (Amended) The sheave according to Claim ~~53~~<sup>9</sup>, wherein the traction surfaces are formed from polyurethane.

C<sub>5</sub> 12 ~~56~~. (Amended) The sheave according to Claim ~~44~~<sup>1</sup>, wherein the traction surfaces are formed from a non-metallic coating bonded to the sheave.

C<sub>6</sub> 14 ~~60~~. (Twice Amended) A driven traction sheave for an elevator system, the elevator system including a car, a counterweight and a plurality of flat tension members interconnecting the car and the counterweight, each tension member including a load carrying rope and a polyurethane coating encasing the load carrying rope, each tension member having a width, a thickness

measured in the bending direction, and a wide engagement surface defined in the polyurethane coating and spanning the width of the tension member, wherein each tension member has an aspect ratio, defined as the ratio of the width to the thickness, of greater than one, wherein the traction sheave comprises:

a plurality of traction surfaces about which the plurality of tension members is deflected, each traction surface being shaped to accommodate the wide engagement surface one of the tension members, the traction surfaces collectively having sufficient traction with the polyurethane coatings of the tension members to move the car and the counterweight as the traction sheave is driven.

C<sub>7</sub> 19/72. (Twice Amended) The sheave according to Claim ~~66~~<sup>14</sup>, wherein the sheave further includes one or more dividers that separate the plurality of traction surfaces.

26/73. (Amended) The sheave according to Claim ~~66~~<sup>14</sup>, further including a guidance device disposed proximate to the traction surfaces, the guidance device engageable with the tension members to position the tension members for engagement with the traction surfaces.

C<sub>8</sub> 26/75. (Amended) The sheave according to Claim ~~66~~<sup>14</sup>, wherein the traction surfaces are formed from a non-metallic material.

23/76. (Amended) The sheave according to Claim ~~75~~<sup>22</sup>, wherein the traction surfaces are formed from polyurethane.

C<sub>9</sub> 25/78. (Amended) The sheave according to Claim ~~66~~<sup>14</sup>, wherein the traction surfaces are formed from a non-metallic coating bonded to the sheave.

#### REMARKS

Applicants request reconsideration of the subject application in view of the foregoing amendments and the following remarks.